

The

Hong Kong

Daily

Press.

No. 9305

日五十九年三十號

HONGKONG, MONDAY, OCTOBER 31st, 1887.

一月三十一日英港會

PRICE 2d PER MONTH

INTIMATIONS.

BANKS.

AUCTIONS.

NOTICES TO CONSIGNEES.

INTIMATIONS.

NEW ADVERTISEMENT.

LIFE ASSURANCE.

HONGKONG & SHANGHAIBANKING CORPORATION.

PUBLIC AUCTION.

TO CONSIGNEES OF OPTIONAL CARGO EX O.S.S. CO'S S. STENTON FROM LIVERPOOL.

WHEN it is remembered that a LIFE ASSURANCE CONTRACT may only fail to be fulfilled a quarter or even half a century after being entered into, it will be readily understood how important it is that the past record as well as the present management of the Office selected should be carefully considered. For Proposers and Annual Report of the STANDARD LIFE OFFICE

THE Undersigned has received instructions to sell by Public Auction

the Slabday of October, 1887, at Noon,

On Board,

THE FRENCH STEAMER

"ILLUS."

Of 1,173 Tons Gross or 778 Tons Net Register, Tens and 250 H.P., with all her TACKLE, APPAREL, and APPURTENANCES

as she now lies in this Harbour.

The Steamer has a NEW BOILER.

KANTLEDGE and COAL will be sold separately.

TERMS.—Cost of the fall of the Vessel and the Vessel to be at Purchaser's risk on the fall of the hammer.

For further Particulars apply to

J. M. ARMSTRONG, Auctioneer.

Hongkong, 18th October, 1887. [2012]

BORNEO COMPANY, LIMITED.

Agents, Hongkong.

LANE, CRAWFORD & CO.

JUST ARRIVED.

Ex French Mail Steamer

"NATAL"

LETTERS D'ARTAIS

FOR

1888.

LANE, CRAWFORD & CO.

Hongkong, 15th October, 1887. [2012]

W. BREWER IS NOW SHOWING HIS

NEW SEASIDE'S CHRISTMAS CARDS;

consisting of An entirely New Series of NATIVE SILK EMBROIDERED CARDS

on Satin background beautifully executed and very appropriate for sending to Europe.

A New Series of PIDGEON ENGLISH SONG CARDS

with appropriate mottoes.

Prang's Celebrated ARTISTIC CARDS in great variety, beautifully designed.

JUST RECEIVED

LETTS DIARIES, 1888.

at English published Prices.

RENSHAW TENNIS SHOES.

RED RUBBER TENNIS SHOES.

WALTER W. BREWER,

UNDER HONGKONG HOTEL.

KELLY & WALSH, LIMITED.

JUST RECEIVED

The Article Collection of the Dance Music of Scotland.

Kyle's Scottish Lyric Gems.

Fisher's "Outline of Universal History."

Burton's "Modern Photography."

Caledon's "Last Graphic Pictures."

Moore's "How to Learn English, with Key."

Robertson's "Handbook of English."

Hobson's "Japanese-English and English-Japanese Dictionary, 2nd Edition."

The Young Ladies' Guide to the Work Table.

Morley's "First Sketch of English Literature."

"Minerals and Mining" by Davies.

Travis' "Manual of Surgery," 3 Vols.

Levett's "History of Philosophy," 2 Vols.

Macmillan's "Atlas of Tropical Climates."

"Cannibal Land" by Parker.

"Elements of Molaluging" by Phillips and Burman.

McCulloch's "Dictionary of Commerce and Commercial Navigation."

The Art of Blending and Compounding Liquors and Wine, by Fleischman.

Canadian Pictures, drawn with Pen & Pencil, by the Marquis of Lorne, K.T.

Verdier's French Drawings, with Pen and Wash, by H. Willoughby.

KELLY & WALSH, LTD., HONGKONG.

DEPARTURES.

October 29, STENTON, British steamer, for Shanghai.

October 29, ANTON, German steamer, for Macao.

October 29, CAMELOT, British str., for Amoy.

October 29, YANGTZE, British str., for Shanghai.

October 29, ZAFIRO, British str., for Amoy.

October 30, C. H. KIAN, British str., for Singapore.

October 30, DECEMA, German steamer, 905, P. Oestmann, Bangkok 29th October, Rice and Timber.—SIEGMUND & CO.

CLEARANCES.

AT THE HARBOURMASTER'S OFFICE

29th October.

Camelot, British str., for Amoy.

Zefiro, British str., for Amoy.

Guy MANNERING, British str., for Yokohama.

Maria, German str., for Haiphong.

Horizon, British str., for Swatow.

London, Dutch str., for Saigon.

Douglas, British str., for Singapore.

C. H. KIAN, British str., for Singapore.

Triumph, German str., for Shanghai.

Ashington, British str., for Colombo.

Nimrod, Dutch brig, for Amoy.

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October 30, C. H. KIAN, British str., for Singapore.

October 30, DECEMA, German str., for Bangkok.

October 30, GREYHOUND, Brit. str., for Kobe.

October 30, GUY MANNERING, British str., for Yokohama.

October 30, MARIE, German str., for Haiphong.

October 30, SOCHOW, Brit. str., for Siam.

October 30, NANDOO, British bark, for London.

PASSENGERS.

ARRIVED.

Per Formosa, str., from Tomasi, &c.—Mr. von Eheren, and 113 Chinese.

Per Bantam, str., from Amoy.—For Hongkong.—Capt. Johnstone and Capt. Rhubarb.

For Saigon.—5 Chinese, for Singapore.—322 Chinese.

Per Kedong, str., from East Coast.—Messrs. F. D. McDonald, Dr. Gulick, and Meek, and 136 Chinese.

Per Kedong, str., from Shanghai, &c.—Mr. J. S. Brower, and 4 Chinese.

Per Tasmania, str., from Australia.—Mr. and Mrs. Travers, child and nurse, Dr. Brown.

Messrs. B. Vanzen, F. W. Whinnett, J. Penberth, T. L. Brady, F. Ureghart, and J. Hardin.

Per Asia, str., from Saigon.—Messrs. A. Glover, and E. A. Glover, and 9 Chinese.

Per Formosa, str., from Shanghai.—Messrs. Sardian, Valentine, Green, Arbo, Guan, and F. Clark, and 32 marines.

Per Singapore.—Messrs. Faustus and W.

M. Dartvald, for Don Sadi.—Mr. Faustus and 1 Chinese.—Mr. and Mrs. Leopold, 3 children, and servant, Musca, J. K. Kewell, Deboisay, Landale, J. Taylor, M. Witt, Davidson, Pyne, J. R. Scott, and Weeks.

REPORTS.

The British steamer Ardysia, from Bangkok 26th October, Amoy 27th, Siam 28th, reports experienced fresh N.E.N.E. to E.S.E. winds throughout the voyage with fine weather.

Per Foochow, str., Anchors and Tugger, in Amoy str., Nasikang and Fusang. In Swatow str., Choch.

The British steamer Sibulus, from Sydenham 1st October, Townsville 7th, Coombet 30th, Thursday Island 12th, and Port Darwin 19th, reports from Sydenham as far as Sandy Cape strong head winds and high seas; thence as far as Phillipine Islands light variable winds and fine weather; from Luson strong monsoon and high seas.

The British steamer Tasmania, from Australia, reports left Sydney at 3 a.m. on the 23rd September, arriving at Moreton Bay at 8 a.m. on 25th. Proceeded up the river to Bulimba Wharf and took on board 81 bales for Port Darwin; leaving on 27th at 5 p.m. for Townsville, Arrived at Townsville on 28th. Continued to 2nd October, and then proceeded to 4th, from thence to Port Darwin, which was reached on 7th at 2.30 a.m., had light wind and fine weather. At Plymouth on the 11th proceeded to wharf and commenced discharging. Left Port Darwin at daylight on 20th having discharged some 1,500 tons of general cargo including a large quantity of railway, material and bridge work. Cleared Banks Strait mid-morning and the wind being fair with light N.W. winds.

Arrived at Townsville on 21st. Cleared Banks Strait at 11 a.m. 21st. Cleared Minderoo Strait on 22nd; from thence to port and fresh N.E. monsoon with moderate sea and fine clear weather.

NOTICE OF REMOVAL.

WE Have This Day REMOVED to 116 Queen's Road Central, and also to the VICTORIAL HOTEL.

P. O. TELLER & C. F. CO.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1886.

TO BE LENT, on FIRST MORTGAGE OF Property in the City of Victoria, the sum of \$5,000.

For further Particulars apply by letter to H. E. R. R. T. STENTON, Agent.

Hongkong, 2nd November, 1886. [1020]

CO.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a LIST OF THEIR CONTRIBUTIONS for the year ending 31st December last in order that the DISTRIBUTION of the PROFITS reserved for Contributors may be arranged.

Parties not rendered prior to the 30th day of November will be adjusted by the Company and their Claims or Alterations will be subsequently admitted.

JARDINE, MATTHESON & CO., General Managers.

HONGKONG FIRE INSURANCE CO. LTD.

Hongkong, 15th October, 1887. [1025]

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INTIMATIONS.

1887. NOW READY.

THE CHRONICLE AND DIRECTORY

FOR 1887.

With which is incorporated
THE CHINA DIRECTORY,
(TWENTY-FOURTH ANNUAL ISSUE),
COMPLETE IN APPENDIX, PLATES &c.,
Royal Soc. pp. 1,158.....\$3.00.
SMALLER EDITION, \$1.80. pp. 776.....\$3.00.THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up
to date, and is again much increased in bulk.A. S. WATSON & CO., LIMITED.
Our New Season's

FLOWER AND VEGETABLE

S E E D S

ARE NOW READY FOR DELIVERY.
VEGETABLE PARCEL price \$7.50.

FLOWER PARCELS \$10 & \$5.

SPECIAL FLORISTS' SEEDS
IN SEPARATE NAMED VARIETIES.

CATALOGUE OF APPLICATION.

THE HONGKONG DISPENSARY.

Hongkong, 19th September, 1887.

NOTICE TO CORRESPONDENTS.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE NO. 12.

The Daily Press.

HONGKONG, OCTOBER 31ST, 1887.

Mr. C. D. KENN's letter on the overloading
and undermanning of steamers, which we
reprinted on Friday last from the *Straits*,
Times, gives a startling insight into the
causes of loss of life and property at sea.Mr. KENN quotes a Hongkong survey report
as follows:—"This vessel is insufficiently
manned; requires 5 more A. B., 4 firemen,
and 1 lamp-trimmer; decline to class;" and
says it refers to "a steamer belonging to
owners who recently lost another ship
because the Captain had not a spare
deck hand to heave the lead." A nice state
of affairs, truly! In many cases, Mr. KENN
goes on to say, "the agents of the best
steamers take steps at once to remedy the
evil, in others the vessels leave under-
manned; the insurance offices, however, have
had the warning and can do this please?"One of the secrets of the success of the local
insurance offices is the vigilance they exercise
in accepting risks. The very fact of their
retaining surveyors to furnish reports on all
vessels is a proof of that vigilance, and we
should think it unlikely that after the report
quoted by Mr. KENN they would take a risk
on the vessel it referred to until the crew
had been brought up to its proper comple-
ment. In the Straits, however, it would
seem that matters are on a much less
favorable footing. Vessels sailing from ports
in those settlements put to sea overloaded,
under-officed, and undermanned. "Owners
and others interested in these steamers," says
Mr. KENN, "retort that the insurance
offices have a remedy in declining to accept
risks by such vessels, but that is precisely
what they are unable to do; the vessels are
passed by a surveyor, and for one or two
voyages may load in a reasonable way; then
they begin to load lower and lower, officers
are shifted, crews reduced, and everything
is trusted to Providence. How many of the
local hosts are navigated at night by a Malay
'ganner' or 'quartermaster'! It is physi-
cally impossible for the sole European, often
in charge of the deck for hours, to keep
awake all night; the insurance offices are
kept in ignorance of what is going on, and
so long as collisions or stranding are avoided,
the evil continues. The day is not far off
when another *Bentan* collision must occur,
and underwriters may make a few inquiries
about the working of the steamers, which
may be particularly unpleasant for all con-
cerned." But, it may be asked, would it not
be better for the underwriters to make their
inquiries in the event of another
Bentan collision case, instead of after? Why
not at once make an effort to establish at
Singapore and Penang a similar system of
regular surveys to that which exists at
Hongkong? The recent Royal Commission
on loss of life at sea concluded that it was not expedient to proceed further in the direction of transferring the responsibility of shipowners to the officials of the Board of Trade, but that some alternative method should be sought for securing effective precautions against preventable loss of life at sea; the other alternative policy which is possible is that of increasing the directorial responsibility of shipowners for sending their vessels to sea in a seaworthy condition and keeping them in this condition. This civil responsibility is threefold—first to underwriters, secondly to charterers and owners of cargoes, and thirdly to officers and men employed on the vessels. In commenting on the report the *Times* says the first responsibility is by far the most important, and if the law of marine insurance could once be settled on a firm, equitable, and satisfactory basis, we should secure the most effective guarantees against preventable loss of life at sea, because we should engage the self-interest of shipowners on the side of prevention, precaution, and seaworthiness. The state of affairs in the Straits Settlements appears to be truly lamentable, and the agitation now being carried on by the sea-faring community is fully justified by the facts. But in view of the circumstances that many Chinese owners are willing to run their vessels over-loaded and undermanned even when uninsured it may be doubted whether in their case increasing their civil liabilities would minimize the risk, proofs being so difficult to obtain after loss; and whether, therefore, Government surveys should not be more frequent and more stringent.The British steamer *Argus*, which arrived yesterday from Bangkok, reports having passed a wider-logged barque off Pandon Point, when mast-striking. The name is given as *L. Y. Simpson*. Possibly it may have been the *Billy Simpson*, which it will be remembered, was abandoned some time ago in a typhoon. There was too much wind and sea to board her.

We have received a slow date block for 1888 from Messrs. Haenrath, Horber & Co.

A French paper states that the Union Line intend to establish a monthly steamship service between Marseilles and Saigon.

Attention is directed to the programme of Herr Kohler's piano-forte recital to be held on Wednesday, which is published on our front page.

The Agents (Messrs. Russell & Co.) inform us that the E. & A. S. Co.'s steamer *Gulfic*, from Australian ports, left Port Darwin on Friday for this port.The Agents (Messrs. Carlowitz & Co.) inform us that the N. G. I. steamer *Bisagno*, from Australian ports, left Singapore on Friday night for this port.

There were 39 deaths in the colony during the week ended 22nd October, of which 4 were among the civil section of the European community and 1 in the army.

The General Manager (Messrs. Jardine, Matheson & Co.) inform us that the Indo-China steamer *Waddington*, from Calcutta, left Singapore on Friday night for this port.The P. M. steamer *City of Sydney*, with mails, &c., from San Francisco, reached the 11th inst., left Singapore on the 29th instant, and will leave for this port to-morrow.

We have to acknowledge receipt of a pamphlet by Dr. A. W. Spilman, L.R.C.P., giving the results of Meteorological Observations made at Salangore, Malay States 1879-84.

A native paper says:—Great damage has been done by the breaking of a river bank in Ping-Yang (Yunnan). Thus only Szechuan and Kweichow Provinces now remain to complete the roll of this year's floods.

The Japanese Government have taken the alarm at Tsingtau, the attention lately directed to the strategic importance of the island having caused that the Japanese government to postpone the 4th to the 11th of November the trials of the 26th October to good-bye to Mr. and Mrs. von Boea, who were leaving for Hongkong by the *Hyakko*. Mr. von Boea, who is a partner in the firm of Carlowitz & Co., seems to have been very popular in Shanghai.The *Hiroko News* of the 24th October says:—Upon H. H. M. & Co. Court of Appeals, Sanay, day 21, Mr. C. L. Littlefield, Crown Prosecutor announced that he had decided not to proceed with the charge of embezzlement against E. D. Woodford. Mr. Justice Hammett accordingly dismissed the jurors summoned from that attendance, and discharged the prisoner.The *Japan Times* of the 25th October says:—The Lily Minelot of the 5th Regiment announced that the trials were about to open.

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The well-known firm of L. Colmmer of Berlin, has received orders for three large ships in Japan for the production of 16,000,000 bricks in an annual, and to supply all the steam and other machinery required for the purpose.

It is notified in the Gazette that Mr. W. E. Crox, Acting Sanitary Inspector, has been appointed member of the committee Board, vice Mr. H. McCallum, absent on leave. Mr. Crow will also act as Hon. Secretary to the Board.

The distinguished Canton General Fang has arrived in Shanghai on his way to Aden, accompanied by the members of his suite, and is staying with Mr. Liu Yangfu. A native paper says General Fang's departure from Swatow was the signal for an extraordinary ovation given to him by the Chinese people.

The following notification appears in the *Gazette*:—The Hon. James Russell, C.M.G., Acting Judge of the Vice-Admiralty Court of this Colony, has, with the approval of His Excellency the Governor, appointed Andrew John Leach, Esq., to be Deputy Judge of the Vice-Admiralty Court.

The following is the Order of the Day for the meeting of the Legislative Council to be held on Wednesday, the 2nd November.—

First reading of the Supplementary Appropriation Ordinance, 1886.

(B)—The Appropriation Bill for 1888.

The Shanghai Magistrate has issued a proclamation prohibiting the manufacture of yarn under pretext of spinning cotton under cover of a Japanese interest, and recalling the fact that a few years ago the U. S. Consul-General was called upon to stop a step to the same thing when attempted under cover of American interests. The proclamation is as follows:—That foreigners are not at liberty to manufacture Chinese produce by machinery at the treaty ports.

At a meeting of the Wolverhampton Chamber of Commerce it was announced that samples of red socks of Chinese manufacture, such as are in common use in China, had been received from the Foreign Office with a letter stating that Lord Stanley was informed by the Chinese Ambassador when he was presenting his credentials that the kind were considered by the Chamber to be of value for the promotion of British trade. A reply was ordered to be sent stating that the sample would be of great value and interest to the trade of the district, and that the action of the Foreign Office would be appreciated by the Foreign Office.

At a meeting of the Victoria Recreation Club held at the Gymnasium on Saturday the crew for the Chairman's Cup at the forthcoming Regatta were drawn. The following is the result of the drawing:—

"First"—"KORNBRIDGE."

Lockhart (St.) Friedrichs (St.) Mills (St.)

Withers (St.) Darby (St.) Darby (St.)

B. B. Shepherd Kröke (St.)

"SHAMROCK"—"VICTORIA"—"LAWN."

H. Thompson (St.) Hayles (St.) Bramwell (St.)

Osborne (St.) Palmer (St.) Lamont (St.)

R. Thompson (St.) Nelson (St.)

C. H. Thompson (St.) Geets (St.)

The steamer *Kutung*, which arrived here on Saturday morning, was driven by a strong north-westerly wind and a high sea, and was driven ashore, the afternoon, in the gulf of Baschili. A note to the *China Mail* says:—

"First"—"KORNBRIDGE."

Lockhart (St.) Friedrichs (St.) Mills (St.)

Withers (St.) Darby (St.) Darby (St.)

B. B. Shepherd Kröke (St.)

"SHAMROCK"—"VICTORIA"—"LAWN."

H. Thompson (St.) Hayles (St.) Bramwell (St.)

Osborne (St.) Palmer (St.) Lamont (St.)

R. Thompson (St.) Nelson (St.)

C. H. Thompson (St.) Geets (St.)

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(B)—The Appropriation Bill for 1888.

The *Nagasaki King-San* says the second officer of the steamer *Seisan Maru* has been detained at that port in consequence of some trouble with a Japanese on board, whilst on the passage from Shantou to Nagasaki. From what we can learn, the officer, for some reason or other, struck the Japanese heavily on the chest, and the latter had been suffering from consumption for some time past, the blow affected his lungs, and it is believed that he died shortly after.The *Japan Times* of the 21st October says:—The British Municipal Council of Yokohama has decided to impose a fine of \$700 for the erection of a clock-tower on the 13th October, a sum which was originally intended to be spent on the defense of the town.The *Japan Mail* says that a collision between two steamers occurred in Yokohama harbour on the night of the 21st October. The *Nagayo Maru* was coming to her moorings, and in doing so got foul of the *Gedong* at anchor, the latter's bowsprit being carried away by one of the after davits. The *Nagayo Maru* was proceeding to her moorings when she was struck by the *Gedong*. It is said that the ship was unusually strong at the time of the accident.The *King-San* says that a collision between two steamers occurred in Yokohama harbour on the night of the 21st October. The *Nagayo Maru* was coming to her moorings, and in doing so got foul of the *Gedong* at anchor, the latter's bowsprit being carried away by one of the after davits. The *Nagayo Maru* was proceeding to her moorings when she was struck by the *Gedong*.The *Japan Mail* says that a collision between two steamers occurred in Yokohama harbour on the night of the 21st October. The *Nagayo Maru* was coming to her moorings, and in doing so got foul of the *Gedong* at anchor, the latter's bowsprit being carried away by one of the after davits. 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The *Nagayo Maru* was coming to her moorings, and in doing so got foul of the *Gedong* at anchor, the latter's bowsprit being carried away by one of the after davits. The *Nagayo Maru* was proceeding to her moorings when she was struck by the *Gedong*.The *Japan Mail* says that a collision between two steamers occurred in Yokohama harbour on the night of the 21st October. The *Nagayo Maru* was

THE TIMBER TRADE BETWEEN BORNEO AND CHINA.

The North Borneo Herald says:—The timber trade between British North Borneo and China has already become a solid and increasing business, and now we are told that the Railways require wooden sleepers and bridges of a timber that will resist white ants as well as the wear and tear of a Railway line. The woods of British North Borneo, especially Billian, are far and away the best timber available for these purposes. As regards those requirements there is probably no timber in the world, obtainable in quantity, that can equal Billian. The evidence given on this subject in a paper read by Mr. Ransome, of the eminent Timber brokering firm of that name, before the Society of Arts in February, 1887, was very conclusive as to the qualities of this wood. Mr. Ransome stated that it is invaluable for Sleepers, Bridges, and in fact any description of heavy construction on land or water. An idea may be obtained of the quantity of this timber available for export from British North Borneo by a statement in the same paper that the total amount of timber exported from British North Borneo in 1886 was 1,000,000 cubic feet. This is probably double the quantity of timber that is now being sent to China.

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NORTH FORMOSA.

Kelung, 17th October. According to my promise I have the pleasure to send you a few details from my stay in North Formosa.

The weather seems to go on with a will now, and Mr. Campbell may be seen every day walking along the line and surveying; the railway station will be close to the water by the Inner Harbour and it is said that two dredgers are coming out here to deepen the channel to 20 feet. It will be a very pretty little wharf finished winding in and out along the sides of the hills round Kelung with a maximum elevation of 140 and a length through the port of about 900 feet. The dredgers are now at work and will be working here, fast home on leave of present and Mr. Campbell is in charge. If the port is carried out, Kelung may yet look forward to a future, as it is the only port which can be made available for large ships.

The Telegraph lines are now completed except the cable which will connect the Pescadores with Formosa. The cable between Lanyang Peak (Eddystone) and the coast of Formosa has been opened for traffic on the 11th inst., and telegrams were transmitted free for three days, judging from what I saw in Tai-pai-fu, however, I am afraid that the traffic will be limited. I sent a message on the third day, and it was then only No. 16 of the telegram sent.

Around Kelung and through North Formosa there seem to be many more tea plantations than I have ever seen used to be. It is certainly one of the most pleasant parts of the country to travel through, with vegetation and trees as in a forest. There are places where the water falls at least one foot over its stone bed. Down you go in your little craft and I should have enjoyed it with all my heart if I could only have moved about a little more. Getting nearer to Tai-pai-fu the land gets more level, and there are many sugar plantations and rice fields.

A granite tablet near a village called Tengku, opposite the Northern extremity of Taiwan. A wharf has already been constructed there and steamers laden with material for the company car marron alongside and discharge their cargoes directly on to the shore. The place chosen for the station is admirably situated for the purpose, as it lies far enough inland to be beyond the violence of the sea, and has a slight sheltered anchorage for many vessels and steamers to find safe and ample anchorage. The river here is, moreover, deep and beautifully wide. The railway station is about three hundred yards distant from the village of Tengku; about a mile from the Imperial Customs and the Dock at Taku, and nearly one mile and a half as the crow flies from Pilot Town. The already busy port will be but small, but if it be too much for our great nation to put in order the graves under the walls of the South Fort, world it not be better at once to grass over the place, removing what remains of the monuments to the Embassy Chapel at Peking, and not to leave them to be hit by stones from the descendants of those very Chinese our men died in conquering!

thoroughly enjoyed it. "A picnic, and a supper, and a dance. No! don't forget the dance. We should not think anything of anything in North China, that did not wind up with a dance."

The country round Taku cannot be described by the Chinese as being very beautiful.

It is not to get too fine a point on it, as Mr. Shapley used to say—a mud flat, and a mud flat which looks off at the sea bad only that moment receded from it. But Pilot Town has made itself a road into Taku. It has also raised, and raised its road, so that floods no longer sweep it away. It has planted trees and shrubs in its own small compounds, some of which have even cost of growing the whole house out face. It has laid out little streets with great care and propriety, having such down the middle with banks against the floors. It is in short just the tidy trim sort of colony one can imagine a number of master mariners creating for themselves, where singularly unassisted by nature. Yet somehow or other these men, who of all others ought to be value, have provided them on the pilot's "way out" of "any sort whatsoever." Neither Church nor Chapel have there, and only occasionally does a missionary arrive and give them a service. For three months in the winter, when the river and the sea are frozen over, and northward bound ships stop and discharge cargo at Chetto. Pilot Town is naturally the port of the rest of the world.

The INTERNATIONAL HYGIENIC CONGRESS.

LONDON, 26th September.

Sir William White, the British representative,

and Arthur Eversley, acting on behalf of Turkey,

have called for the United States, where they are delivering a series of lectures on the Irish question.

THE EGYPTIAN QUESTION.

LONDON, 26th September.

Sir William White, the British representative,

and Arthur Eversley, acting on behalf of Turkey,

have called for the United States, where they are delivering a series of lectures on the Irish question.

THE RUSSIAN LOAN.

LONDON, 26th September.

The Russian loan of a million pounds,

which was placed on the Paris market, has resulted in a failure, the amount of loss not having been

subscribed.

THE HYGIENIC CONGRESS.

LONDON, 26th September.

Two thousand and one representatives of foreign societies will attend the International Hygienic Congress to be held in Vienna.

THE INTERNATIONAL HYGIENIC CONGRESS.

LONDON, 26th September.

The International Hygienic Congress was formally opened at Vienna to-day by the Archduke Rudolph, Crown Prince of Austria. Sir Patrick Jennings was enabled to attend the Congress.

GERMANY AND SAMOA.

LONDON, 26th September.

Germany is recognising the chief's acts

of authority in any part of Samoa.

It is not likely that England will interfere in the affairs of Samoa.

London, 26th September.

Mr. Chamberlain, in the course of a speech at Birmingham last night, in connection with his proposed work on the Fisheries Commission, said:—"When the Conservative Government (1886), following a precedent which was set by the Liberal Government at the time of the Alabama arbitration, asked me, what would be done with regard to Samoa, I told him that it was not for me to advise him to refuse this duty. If I tell him to do it, he will be compelled to do it, and if he does not obey, I will be compelled to do it."

Mr. Chamberlain's medical advisors have advised as much respect as it is now possible for the Prime Minister to obtain, and that is being scrupulously observed, but I heard a very distinguished Unionist say last night that the greatest peril of the Government existed in the infirmity of Salisbury's health.

THE FISHING FISHERIES.

LONDON, 30th September.

Mr. Chamberlain, in the course of a speech at Birmingham last evening, took occasion to speak of his proposed work on the Fisheries Commission.

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VESSELS ON THE BERTH.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY, MELBOURNE, AND ADELAIDE.
(Calling at PORT DARWIN, and taking through cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"TANNADICE."

Captain Craig, will be despatched for the above Ports to-DAY, the 31st Inst., at Four P.M.

For Freight or Passage, apply to

RUSSEL & CO., Agents.

Hongkong, 24th October, 1887. [202]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAIPHONG."

Captain Harris, will be despatched for the above Ports to-MORROW, the 1st November, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 29th October, 1887. [209]

THE "GIBE" LINE OF STEAMERS.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and taking through cargo to QUEENSLAND PORTS, TASMANIA, and NEW ZEALAND).

THE British Steamer

"GHAZEE."

Captain Johnson, having arrived with part cargo from JAPAN, will be despatched as above at FOUR P.M., TO-MORROW, the 1st November.

The steamer has excellent accommodation for First Class Passengers.

Fare to Sydney or Melbourne \$150.

To follow the Suez Canal.

GIBB, LIVINGSTON & CO., Managers.

Hongkong, 23rd October, 1887. [209]

STEAM TO JAPAN.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship

"CARIBROOKE."

R. Carr, Commander, will be despatched as above TO-MORROW, the 1st November.

For Freight or Passage, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 25th October, 1887. [2065]

THE "BEN" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE British Steamer

"BENVENUE."

Captain Thomas, will be despatched above on or about the 1st November.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th October, 1887. [2063]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Company's Steamship

"WENCHOW."

Captain Vallad, will be despatched as above on WEDNESDAY, the 2nd November.

For Freight or Passage, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 26th October, 1887. [2066]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"THALES."

Captain Hunter, will be despatched for the above Ports on THURSDAY, the 3rd November, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 29th October, 1887. [2097]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking cargo and passengers at through rates for NINGPO, CHENG, NEWCHWANG, TIENTSEN, HANKOW, and ports on the YANGTZE.)

THE Company's Steamship

"JASON."

Captain Milligan, will be despatched as above on THURSDAY, the 3rd November.

For Freight or Passage, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 25th October, 1887. [2067]

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS:

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.D.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

First-class fares granted as follows:—

To Vancouver Mexican \$169.00.

To Victoria and San Francisco 175.00.

To all other Ports in Canada 200.00.

To Liverpool 300.00.

To London 365.00.

To other European points at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10%.

Those who have paid full fare from China and Japan to Europe.

Those who have paid full fare to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A Queen's Road Central.

O. D. HARTRAN, Agent.

Hongkong, 23rd October, 1887. [14]

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA."

2,533 Tons Register Price, Commander, will be despatched for VANCOUVER, B.C., VIA KORE AND YOKOHAMA, on TUESDAY, the 15th November, at THREE P.M.

To be followed by S. T. PARTHIA, on the 10th December, and A. ABYSSINIA, on the 3rd January.

Connection will be made at Yokohama, via Shantou and Japan Ports, and at Vancouver with San Francisco by the regular steamers of the Pacific Coast Steamship Company.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—

To Vancouver Mexican \$169.00.

To Victoria and San Francisco 175.00.

To all other Ports in Canada 200.00.

To Liverpool 300.00.

To London 365.00.

To other European points at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passenger tickets to accompany cargo destined to points beyond the United States, should be sent to the Company's Offices addressed to Mr. D. E. Brown, District Freight Agent, Vancouver, B.C.

Freight will be received on Board till 4 P.M. on the 14th November.

All parcels must be sent to our offices and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For further information as to Passage or Freight, apply to RUSSELL & CO., Hongkong, 22nd October, 1887. [2024]

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"GLAMORGANSHIRE."

D. Davies, Commander, will be despatched for the above Ports on FRIDAY, the 4th Nov.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, 26th October, 1887. [2068]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"VERONA," Captain F. P. Speck, will be despatched from this for LONDON via ROMA and SUEZ.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

For further particulars regarding FREIGHT and PASSAGE apply to THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S OFFICE, Hongkong.

The contents and value of packages are required to be declared prior to shipment.

Shippers are particularly requested to note the name and conditions of the Company's Bills of Lading.

E. L. WOODIN, Acting Superintendent.

Hongkong, 27th October, 1887. [12]

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PREUSSEN."

Captain C. Ponie, will leave for the above place about 24 hours after arrival with the outward German mail.

For further Particulars apply to

MELCHERS & CO., Agents.

Hongkong, 25th October, 1887. [17]

THE "GIBE" LINE OF STEAMERS.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain Green, will be despatched for the above Ports on WEDNESDAY, the 9th November, at DAYLIGHT.

For Freight or Passage, apply to

RUSSELL & CO., Agents.

Hongkong, 25th October, 1887. [2083]

STEAM TO BOMBAY VIA STRAITS.

(Calling at SINGAPORE, CALICUTTA, and COchin).

THE Steamship

"KASHGAR."

will have quick despatch for the above Ports.

E. L. WOODIN, Acting Superintendent.

Hongkong, 25th October, 1887. [2074]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, CALICUTTA, and COchin.

LIVERPOOL, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS.

ALEXANDRIA, MARSEILLE, and LA PLATA; and PORTS OF BRAZIL and URUGUAY.

LONDON, HAMBURG, and AMSTERDAM.

VANCOUVER B.C., via TONKIN, CAMBODIA, and LAOS.

CALCUTTA, ADEN, SUEZ, and PORT SAID.

BOMBAY, and PORTS OF CALL.

GENOA, via BOMBAY, and PORTS OF CALL.

Marseille, and PORTS OF CALL.

SAN FRANCISCO, via YAHAM, and PORTS OF CALL.

SAN FRANCISCO, via YAHAM, and PORTS OF CALL.

NEW YORK, and PORTS OF CALL.